

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4360. 號二十一月六年七十七百八千一英

HONGKONG, FRIDAY, JUNE 22, 1877.

日二十一月五年五丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E. C.; BATES, HENDY & CO., 4, Old Jewry, E.C. SAMUEL DRAGON & CO., 150 & 151, Leadenhall Street.
NEW YORK.—ANDREW WIND, 128, Nassau Street.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.
SAN FRANCISCO and American Ports generally.—DEAN & BLACK, San Francisco.
CHINA.—Sawtooth, QUELLO & CAMPBELL, Annoy, WILSON, NICHOLLS & CO., Foochow, HEDGE & CO., Shanghai, LAMS, CRAWFORD & CO., and KELLY & WALKER, Manila, C. HEINRICH & CO., Macao, L. A. DA GRACA.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital, ...5,000,000 Dollars.
Reserve Fund, ...500,000 Dollars.

COURT OF DIRECTORS.

Chairman—H. HOFFMUS, Esq.
Deputy Chairman—E. D. SASSOON, Esq.
E. R. BELMILLIS, Esq. WILHELM REINERS,
W. H. FORBES, Esq. ED. TOBIN, Esq.
Hon. W. KESWICK ED. KESWICK,
A. MOYER, Esq.

CHIEF MANAGER.

Hongkong... THOMAS JACKSON, Esq.
Manager.
Shanghai... EWAN CAMERON, Esq.
LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:

For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. "
" 12 " 5 per cent. "

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drays, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, March 23, 1876.

CHARTERED BANK OF INDIA,
AUSTRALIA & CHINA.

CAPITAL, £200,000.
RESERVE FUND, £110,000.

BANKERS.

THE BANK OF ENGLAND.
THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONG-KONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

For Sale.

PRESENT TEA.

LANE, CRAWFORD & CO.'S CUM-SHAW MIXTURE, Season 1877, will be ready for delivery about 1st July. Price, delivered free in any part of the United Kingdom, per 10 catty Box, \$14; per 5 catty Box, \$8.

Early application is requested.

Hongkong, June 14, 1877. jy1

LANE, CRAWFORD & CO. having been Appointed SOLE AGENTS in HONGKONG for the well-known Firm of Messrs. M. B. FOSTER & SONS, (CHIEF AGENTS in ENGLAND for Messrs. BASS & CO.), are prepared to Supply ALE and STOUT of their Bottling at \$8 per Case of 3 doz. quarts, and \$10.50 per Case of 6 doz. pints.

The Superior Quality of this BEER is undoubtedly, and L. C. & CO. confidently recommend it.

Hongkong, May 28, 1877. jy2

FOR SALE.

CUTLER, PALMER & CO.'S Celebrated

Brands of WINES and SPIRITS.
Apply to

SIEMSEN & CO.
Hongkong, June 22, 1877.

For Sale.

FOR SALE.
HENRIOT & CO.'S CHAMPAGNE,
Carte Blanche "Dry."
TH. ROEDER & CO.'S CHAMPAGNE,
Carte Blanche.
JOHN DURAND & CO.'S CLARETS and
WHITE WINES.
STAUFER & KENTISH'S PORTS and
SHERRIES.
MOULLON & CO.'S COGNACS, 1, 2, 3 Stars.
BLANCHY FERRÉZ & CO.'S COGNACS.
JUSTUS LEMBKE & CO.
Hongkong, April 9, 1877. jy3

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Part I,
A to K, with Introduction. Royal 8vo,
pp. 202.—By ERNST JOHN EITEL, Ph.D.
Tübingen.

Price: TWO DOLLARS AND A HALF.

To be had from Messrs. LANE, CRAWFORD & CO., Hongkong and Shanghai; and Messrs. KELLY & WATSON, Shanghai.

Hongkong, February 8, 1877.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned has received instructions from W. H. MOSSOR, Esq., Marshal of the Vice-Admiralty Court of Hongkong, to sell by Public Auction, on

MONDAY,

the 9th day of July, 1877, at Noon, on Board,—

The American Barkentine

"ROSINA,"

of 406 Tons Register or thereabouts, as she now lies in the Harbour of Hongkong, with Two Suits of Working SAILS, One Suit NEW SAILS, 1,500 superficial feet LUMBER, PROVISIONS, CHAINS, ANCHORS, BOATS, and all her Appurtenances.

The Vessel was Remetalled and Repaired in New York, in December, 1874, and there classed "A1"; for Four Years in American Lloyd's. She was again Remetalled and Repaired at MELBOURNE, in November, 1876, at Cost of about £1,000 and supplied with the New Suit of Sails referred to at a Cost of over £200, and was then certified by the Surveyor to the Merchant Shipping and Underwriters Association Limited, as being fit to Carry Dry and Perishable Cargo to any part of the World. She Carries 580 tons of Coals or 80 tons Light Cargo of 40 cubic feet, 9,000 piculs of Rice on 14 feet Draft. She is a fast Sailing Vessel, and is in Complete Order for Sea on the shortest notice.

She has Four BOW TIMBER PORTS, two in the Lower Hold 32 x 32 inches, and two in the Tween Decks 40 x 28 inches.

For further Particulars and Inventory, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.17.

The Vessel to be at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Government Auctioneer.
Hongkong, June 18, 1877. jy9

SPANISH CONSULATE.

TO be SOLD by PUBLIC AUCTION, at the Offices of the Marine Department, Manila, on the 6th day of September next, at 10 o'clock A.M., the Spanish War Vessels "BERENGUELA" AND "CIRCE" (declared by the Government "useless for further service").

Conditions of Sale, Inventory, Form of Tender, and all other Particulars respecting the above, can be obtained at the Offices of this Consulate.

The upset Prices of the Vessels will be for the

Frigate "BERENGUELA" ... \$20,026.98
Corvette "CIRCE" \$ 5,278.27
and no offer will be received which does not exceed these amounts.

A. FARAUZO,
Consul for Spain.
Hongkong, June 12, 1877. jy12

Notices of FIRMS.

NOTICE.

M. WILHELM CARL ENGEL-BRECHT von PUSTAU, Junior, and Mr. CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & CO.,
Hongkong, Canton, Shanghai.
Hongkong, April 16, 1877. jy18

VICTORIA DISPENSARY.

ON and after the 10th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUCKSHANK,
Manager.
Hongkong, November 21, 1877.

Notices of FIRMS.

NOTICE.

FROM This Date Mr EDWARD SHEPPARD and Mr M. W. GREEN, are authorized to Sign the name of our Firm per Procuration at Foochow, and Mr F. F. ELWELL at Amoy.

RUSSELL & CO.

China, June 1, 1877. del

NOTICE.

MESSRS DEACON & CO. are authorized to receive Applications for Freight and to Sign through Bills of Lading for Cargo from CANON to Europe, to be transhipped to this Company's Steamers at HONGKONG.

ADAM LIND,

Superintendent.

Hongkong, June 18, 1877. jy25

NOTICE.

M. R. EDWARD BURNIE will conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Offices,

and Lloyd's Register of Shipping.

2, Club Chambers,

Hongkong, March 17, 1877. jy18

NOTICE.

THE Undersigned has been Appointed AGENT at this Port for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY,

Hongkong, June 6, 1877.

Intimations.

NOTICE.

THE Undersigned regret to inform their Customers, that in consequence of the VERY GREAT ADVANCE in the PRICE of FLOUR, they will be compelled TO RAISE the Price of their First Quality BREAD One Cent per Pound, Commencing from the 1st July, 1877.

HONGKONG AND CHINA BAKERY CO., LIMITED.

LANE, CRAWFORD & CO., General Managers.

DORABJEE NOWROOZEE.

Hongkong, June 21, 1877. jy21

CONSULAT DE FRANCE A HONGKONG.

THE OFFICES of the FRENCH CONSULATE will temporarily be REMOVED to No. 2, CLUB CHAMBRES.

G. BOULOUZE,

Acting Consul.

Hongkong, June 20, 1877. jy27

CANTON INSURANCE OFFICE.

ADJUSTMENT OF BONUS FOR THE YEAR

1876.

SHAREHOLDERS in the above Office are requested to furnish the Undersigned with a List of their Contribution for the Year ending 31st December, 1876, in order that the distribution of the Net Profits reserved for Contributors may be arranged. Returns not rendered prior to the 31st August next, will be adjusted by the Office, and no Claims or Alterations will be subsequently admitted.

JARDINE, MATHESON & CO.,

General Agents.

Hongkong, May 1, 1877. sel

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JARDINE, MATHESON & CO.,

General Agents.

Hongkong, May 1, 1877. sel

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JARDINE, MATHESON & CO.,

Intimations.

K WONG HING CHEUNG & Co., COAL MERCHANTS,
Have always on hand for Sale every description of COAL at Moderate Prices.
Mr ARYON has been appointed Manager, and all Orders addressed to him at 57 Praya, or to Mr F. JACK, at 30, Hing Long Street, will receive immediate attention.

Hongkong, March 19, 1877. jec23

A THOROUGH CORRESPONDENT AND ARITHMETICIAN Desires an ENGAGEMENT.

"Activity," care of this Office.

Hongkong, May 26, 1877.

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, are now ready at this Office—Price, 1/- each.

CHINA MAIL OFFICE.

To-day's Advertisements.

FOR MANILA.

The Departure of the S. S. "PEÑEZO" is Postponed until 2 p.m. TO-MORROW, Saturday, the 23rd Instant.

For Freight or Passage, apply to A. MACG. HEATON, Agent.

Hongkong, June 22, 1877. jec23

FOR YOKOHAMA (DIRECT).
The Steamship "STATE OF LOUISIANA," D. O. JOHNSTON, Commander, will leave for the above Port on MONDAY, the 26th Instant, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, June 22, 1877. jec23

GERMAN STEAMER GALATEA, BOHME, Master, FROM HAMBURG via SINGAPORE.

CONSIGNEES of Cargo by the above Steamer are hereby informed that their Goods are being landed and stored at their risk in the Godowns of the Under-signed, from whence delivery may be obtained.

Consignees wishing to take delivery of their Goods from the Boats alongside the Wharf are at liberty to do so.

Goods remaining in Store after the 26th Instant will be subject to rent.

Optional Cargo will be forwarded on, unless notice to the contrary is given before 3 o'clock To-day.

Bills of Lading will be countersigned by Wm. PUSTAU & Co., Agents S. S. Galatea.

Hongkong, June 22, 1877. jec23

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction, (On account of the concerned,) TO-MORROW,

the 23rd Instant, 1877, at Noon,—At the Godown of AHMEDHOY HABIBHOY, Esq., No. 14, Lyndhurst Terrace,—

Two Chests Malwa OPIUM.

Also,

At the Godown of Messrs E. D. SASSDON & Co., Six Bales Bombay COTTON YARN, 400 lbs. Each.

Ex S. S. "Tahran."

(More or less damaged by sea water.) TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.17.

H. N. MODY, Auctioneer.

Hongkong, June 22, 1877. jec23

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ROSSINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnold, Karberg & Co.

HANNAH LAW, British ship, Captain R. Greig.—P. & O. S. N. Co.

HIZONINUS, British brig, Capt. T. A. Koch.—Landstein & Co.

ECHO, British barque, Captain Toner.—Arnold, Karberg & Co.

ROBERT HENDERSON, British barque, Capt. John J. Guinn.—Vogel, Hagedorn & Co.

BROWN BROTHERS, American ship, Capt. D. S. Goodell.—P. & O. S. N. Co.

MATCHLESS, American ship, Capt. John C. Davis.—Douglas Lapraill & Co.

SHIPPING.

ARRIVALS.

June 22, Yungching, Chinese steamer, from Canton.

June 22, Galatea, German steamer, 1250, R. Böhme, Hamburg April 9, via ports of call, and Singapore June 16, General.—Wm. PUSTAU & Co.

June 22, Adria, British steamer, 781, Breeza, Bangkok June 14, Rice.—An Fon.

June 22, Carrisbrooke, British steamer, 888, H. Wharton, Penang June 4, Singapore 10, and Saigon 17, General.—BUN Hing.

June 22, Cap Horn, German barque, 401, T. F. Müller, Ningpo June 4, General.—Wm. PUSTAU & Co.

June 22, Matchless, American ship, 1153, J. C. Davis, Cardiff Feb. 18, Coal.—Dobson & Laffair & Co.

June 22, Marie Louise, French barque, 428, Guiboux, Quimboz June 16, Salt.—Cariouville & Co.

June 22, Cantor, Siamese ship, 770, C. Kudsen, Bangkok June 8, Hard-wood.—CHINESE.

DEPARTURES.

June 21, Ching-pu, for a Cruise.

21, Ningpo, for Canton.

22, Caribou, for Batavia.

22, J. D. Peters, for Manila.

22, Eska, for Foochow.

22, Gisborough, for Shanghai.

CLEARED.

A. E. Vidal, for Tientsin.
Iris, for Touron.
Cheung Hock Kian, for Swatow.
Yungching, for Shanghai.
Washi, for Hoilow.
Diamond, for Foochow.
Hongkong, for Foochow.

PASSENGERS.

ARRIVED.

Per Galatea, from Singapore, Mr. Frey, and 130 Chinese.
Per Adria, from Bangkok, 74 Chinese.
Per Carrisbrooke, from Singapore, etc., 560 Chinese.
Per Marie Louise, from Quinhon, 2 Chinese.

TO DEPART.

Per Cheung Hock Kian, for Swatow, 600 Chinese.
Per Yungching, for Shanghai, 150 Chinese.
Per Washi, for Hoilow, 4 Europeans, and 30 Chinese.
Per Hongkong, for Foochow, 2 Europeans.

SHIPPING REPORTS.

The German steamer Galatea reports: Experienced fresh S.W. monsoon to Padar, from thence to port N.E. and Northerly winds and fine weather.

The British steamer Adria reports: Light South-westerly winds and fine throughout.

The British steamer Carrisbrooke reports: Lights variable winds and fine weather throughout.

The German barque Cap Horn reports: Fresh S.W. winds to Turnabout thence to port light variable winds and fine weather.

The Italian barque Bianca Perla reports: Light winds and fine weather throughout.

The American ship Matchless reports: Sailed from Cardiff Feb. 18th, anchored in Lundy Roads Feb. 19th, and left 22nd Feb., had West and S.W. winds to Cape de Verd Islands, and had light N.E. trades throughout. Crossed the equator in Long. 26° W. 82 days out, and had fresh S.E. trades to Tristan de Acunha. Thence to St. Pauls 22 days with moderate westerly winds. After leaving St. Pauls had light N.W. winds for eight days, got the S.E. trades in 23° S., and passed Java Head 96 days out, and thence light airs and calms up the China Sea; off Hongkong was 8 days becalmed.

The Siamese ship Canton reports: Left Bangkok on the 8th of June, had calms and S.W. winds in the Gulf to Pul. Obi.

Passed Pul. Obi on the 11th, and from thence had moderate variable winds with occasional westerly squalls to Lat. 18° 25' N. and Long. 114° E., where we had a strong gale from E.N.E. lasting 12 hours. From thence to Port fine weather.

The Slavonian ship Canton reports: Left Bangkok on the 8th of June, had calms and S.W. winds in the Gulf to Pul. Obi.

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CHINA

Established February, 1845.

MAIL.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4360. 第二十一月六日七十七百八千一英

HONGKONG, FRIDAY, JUNE 22, 1877.

日二十月五年五丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—E. ALGAR, 8, Clement's Lane, Lombard Street, George Street, 30, Cornhill, GOMON & GOTON, Ludgate Circus, E.C., BATES, HENDY & CO., 4, Old Jewry, E.C., SAMUEL DEACON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOROK, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BEAM & BLACK, San Francisco.

CHINA.—Swatow, Quilon & Campbell Amoy, Wilson, Nicholls & Co., Foochow, Hedges & Co., Shanghai, Lane, Crawford & Co., and Kelly & Walker, Manila, C. Hennings & Co., Mexico, L. A. da Gama.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-IN CAPITAL, \$5,000,000 Dollars.

RESERVE FUND, 500,000 Dollars.

COUNCIL OF DIRECTORS,

Chairman—H. HOFFMANN, Esq.

Deputy Chairman—F. D. SASBON, Esq.

E. R. BENLIOS, Esq. WILHELM REINERS, Esq.

W. H. FORBES, Esq. Esq.

Bon. W. KESWICK, ED. TOBIN, Esq.

A. MULVER, Esq.

CHIEF MANAGER,

Hongkong.—THOMAS JACKSON, Esq.

Manager.

Shanghai.—EWEN CAMERON, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED

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On Fixed Deposits:

For 3 months, 2 per cent. per annum.

" " 4 per cent. "

" " 5 per cent. "

" " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,

Chief Manager.

Office of the Corporation,

No. 1, Queen's Road East.

Hongkong, March 29, 1877.

CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

CAPITAL, \$2,000,000;

RESERVE FUND, \$110,000.

BANKERS.

THE BANK OF ENGLAND.

THE CITY BANK.

THE NATIONAL BANK OF SCOTLAND.

THE BANK'S BRANCH in HONGKONG grants Drafts on London and the Chief Commercial places in Europe and the East; buys and receives for collection Bills of Exchange; and conducts all kinds of Banking and Exchange Business.

Local Bills discounted, and Interest allowed on Current Accounts and on Deposits for fixed periods on terms which may be ascertained on application.

FOR SALE.

PRESENT TEA.

LANE, CRAWFORD & CO. CUM-SHAWS MIXTURE, Season 1877, will be ready for delivery about 1st July.

Price, delivered free in any part of the United Kingdom, per 10 catty Box, \$14; per 5 catty Box, \$8.

Early application is requested.

Hongkong, June 14, 1877.

jy1

LANE, CRAWFORD & CO. having been Appointed Sole Agents in HONGKONG for the well-known Firm of Messrs. M. B. FOSTER & SONS, (CHIEF AGENTS in ENGLAND for Messrs. BASS & CO.), are prepared to Supply ALB and STOUT of their Bottling at \$8 per Case of 3 doz. quarts, and \$10.50 per Case of 6 doz. pints.

The Superior Quality of this BEER is undoubtedly, and L. C. & Co. confidently recommend it.

Hongkong, May 28, 1877.

jy25

CUTLER, PALMER & CO.'s Celebrated Brands of WINES and SPIRITS. Apply to SIEMSSSEN & CO. Hongkong, June 22, 1877.

FOR SALE.

Brands of WINES and SPIRITS.

Apply to

SIEMSSSEN & CO.

Hongkong, June 22, 1877.

For Sale.

FOR SALE.

HENRIOT & Co.'s CHAMPAGNE, Carte Blanche, "Dry."

TH. ROEDERER & Co.'s CHAMPAGNE, Carte Blanche.

JOHN DURAND & Co.'s CLARETS and WHITE WINES.

STARKEY & KENTH'S PORTS and SHERRIES.

MOULLON & Co.'s COGNACS, I. 2, 3 Stars.

BLANCHY FEERES & Co.'s COGNACS.

JUSTUS LEMBECK & Co.

Hongkong, April 9, 1877.

jy9

NOW READY.

A CHINESE DICTIONARY IN THE CANTONESE DIALECT, Part I., A to K, with Introduction. Royal 8vo, pp. 202.—By ERNST JOHN ETTEL, Ph.D. Tübingen.

Price: TWO DOLLARS AND A HALF.

To be had from Messrs. LANE, CRAWFORD & CO., Hongkong and Shanghai; and Messrs. KELLY & WALKER, Shanghai.

Hongkong, February 8, 1877.

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions from W. H. MOSSOP, Esq., Marshal of the Vice-Admiralty Court of Hongkong, to sell by Public Auction, on MONDAY,

the 9th day of July, 1877, at Noon, on Board,—

The American Barkentine "ROSINA,"

Of 406 Tons Register or thereabouts,

as she now lies in the Harbour of Hongkong, with Two Suits of Working SAILS, One Suit NEW SAILS, 1,500 superficial feet LUMBER, PROVISIONS, CHAINS, ANCHORS, BOATS, and all her Appurtenances.

The Vessel was Remetalled and Repaired in NEW YORK, in December, 1874, and there classed "A1" for Four Years in American Lloyd's. She was again Remetalled and Repaired at MELBOURNE, in November, 1876, at a Cost of about £1,000 and supplied with the New Suit of Sails referred to at a Cost of over £200, and was then certified by the Surveyor to the Merchant Shipping and Underwriters Association Limited, as being fit to Carry Dry and Perishable Cargo to any part of the World. She Carries 580 tons of Coals or 800 tons Light Cargo of 40 cubic feet, 9,000 piculs of Rice on 14 feet Draft. She is a fast Sailing Vessel, and is in Complete Order for Sea on the shortest notice.

She has Four BOW TIMBER PORTS, two in the Lower Hold 32 x 32 inches, and two in the Tween Decks 40 x 28 inches.

For further Particulars and Inventory, apply to the Undersigned.

TERMS OF SALE.—Cash on the fall of the hammer in Mexican Dollars weighed at 7.1.7.

The Vessel to be at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG, Government Auctioneer.

Hongkong, June 18, 1877.

jy9

SPANISH CONSULATE.

TO BE SOLD BY PUBLIC AUCTION, at the Offices of the Marine Department, Manila, on the 6th day of September next, at 10 o'clock A.M., the Spanish War Vessels "BERENGUELA" AND "CIRCE"

declared by the Government "useless for further service".

Conditions of Sale, Inventory, Form of Tender, and all other Particulars respecting the above, can be obtained at the Offices of the Consulate.

The up-to-date Prices of the Vessels will be for the

Frigate "BERENGUELA" ... \$20,526.98

Corvette "CIRCE" ... \$ 5,278.27

and no offer will be received which does not exceed these amounts.

A. FARAUJO,

Consul for Spain.

Hongkong, June 12, 1877.

jy12

Notices of Firms.

NOTICE.

M. R. WILHELM CARL ENGEL BRECHT von PUSTAU, Junior, and Mr. CONRAD MUNROE DONNER, have been admitted Partners in our Firm from the First of January, 1877.

WM. PUSTAU & CO.,

Hongkong, Canton, Shanghai.

Hongkong, April 16, 1877.

jy16

Notices of Firms.

NOTICE.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUCKSHANK,

Manager.

Hongkong, November 21, 1876.

Notices of Firms.

NOTICE.

FROM This Date Mr. EDWARD SHEPPARD and Mr. M. W. GREEN, are authorized to Sign the name of our Firm per Procurator at Foochow, and Mr. F. F. ELWELL at Amoy.

RUSSELL & CO.

China, June 1, 1877.

jy8

Notices of Firms.

NOTICE.

MESSRS DEACON & CO. are authorized to Receive Applications for Freight and to Sign through Bills of Lading for Cargo from CANTON to EUROPE, to be transhipped to this Company's Steamers at HONGKONG.

ADAM LIND, Superintendent.

Hongkong, June 18, 1877.

jy25

Notices of Firms.

NOTICE.

M. R. EDWARD BURNIE will Conduct the BUSINESS of my OFFICE, during my Temporary Absence from the Colony.

R. H. CAIRNS,

Surveyor to Local Offices, and Lloyd's Register of Shipping.

2, Club Chambers,

Hongkong, March 17, 1877.

jy16

Notices of Firms.

NOTICE.

THE Undersigned has been Appointed AGENT at this Port for THE POSITIVE GOVERNMENT SECURITY LIFE ASSURANCE COMPANY (LIMITED).

W. H. NOTLEY.

Hongkong, June 6, 1877.

jy27

Notices of Firms.

SUPPLEMENT
TO THE
CHINA MAIL.

HONGKONG, FRIDAY, 22ND JUNE, 1877.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *a*, near the Kowloon shore *b*, and those in the body of the Shipping or midway between each shore are marked *c*, in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to the Novelty Iron Works.
3. From Novelty Iron Works to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Paddar's Wharf.
6. From Paddar's Wharf to the Naval Yard.
7. From Naval Yard to the Pier.
8. From Pier to East Point.

Vessel's Name.	Anchor-age.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers								
Amazon	5 c	Mortemard	Foh. str.	2560	June 20	Messageries Maritimes	Marseilles, &c.	To-morrow
Amboto	7 b	Brown	Brit. str.	973	June 2	Meyer & Co.	Shanghai	Wanchai Pier
Cheang Hook Kian	2 c	Webb	Brit. str.	956	June 21	Sooon Cheang & Co.	Gibb, Livingston & Co.	Saigon
Cyphrenos	4 c	Wood	Brit. str.	1280	June 20	Gibb, Livingston & Co.	Sangkok	
Dale	2 h	Thompson	Brit. str.	645	June 18	Yuen Fat Hong		24th, daylight
Emuy	... Blancko		Span. str.	222	June 3	Remedies & Co.		to D.'s Slip
Gataeta	5 c	Söhme	Ger. str.	120	June 22	Wm. Pustan & Co.		
Glenorothy	5 h	Hogg	Brit. str.	1770	June 20	Jardine, Matheson & Co.	Shanghai	Shanghai
Mecca	4 c	Johnson	Brit. str.	687	June 19	Top Kee & Co.		To-day
Namoa	5 h	Punchard	Brit. str.	862	June 21	Douglas Lapraik & Co.	Coast Ports	
Niagpo	5 c	Casa	Brit. str.	761	June 20	Siemens & Co.	Canton	To-day
Penedo	5 c	Jain	Brit. str.	632	June 16	A. McG. Heaton	Vascula	To-morrow
State of Louisiana	4 c	Johnston	Brit. str.	1216	June 9	Jardine, Matheson & Co.	Yokohama	
Thales	... Coles		Brit. str.	80	May 29	Douglas Lapraik & Co.		K'long Dock
Volga	6 c	Rolland	Foh. str.	1063	June 16	Messageries Maritimes	Yokohama	Mails
Washi	5 h	Hunter	Brit. str.	265	June 9	Landstein & Co.	Chioh	
W. Cores de Vries	2 h	Weimer	Brit. str.	334	June 4	Hoi Moh Leong		
Yungching	4 c	Gibbon	Chi. str.	661	June 22	J. M. S. N. Co.	Shanghai	
Sailing Vessels								
A. E. Vidal	3 k	Schreiker	Ger. bge.	420	June 17	Wieler & Co.	Tientsin	Cleared
A. S. Davis	2 e	Ford	Amer. ah.	1399	June 19	P. & O. S. N. Co.		
Anazi	4 k	Hill	Brit. bge.	468	June 4	Adamson, Bell & Co.		
Bronnero	4 k	Buzzolini	Ital. bge.	784	June 5	Carlowitz & Co.		
Brown Brothers	1 c	Goodell	Amer. ah.	1493	June 9	P. & O. S. N. Co.		
Cheng Soon	2 b	Cheng Sang	Siam. soh.	200	April 30	Jhinese		
Chinaman	7 b	McKenzie	Brit. bge.	690	May 21	Russell & Co.	London	
Daphne	7 b	readrup	Brit. ah.	964	June 13	Meyer & Co.		
Daphne	... Lehtonen		Foh. bg.	327	May 28	Order		
Diamant	4 k	Ackemann	Ger. bge.	296	June 5	Wm. Pustan & Co.		
Echo	4 k	Tozer	Brit. bge.	369	June 5	Wm. Pustan & Co.		
Fleetwing	4 c	Guest	Amer. ah.	829	May 7	Jlyphant & Co.	Chefoo	Cleared
Fornosa	... Hyland		Brit. bge.	915	May 23	Russell & Co.	New York	
Friedrich Perthes	7 c	Kayser	Ger. bge.	480	June 4	Siemens & Co.	San Francisco	Ab'deen Dock
Gryfe	4 c	Roberts	Brit. ah.	1068	May 24	Vogel, Hagedorn & Co.		
Harriet N. Carlton	4 c	Larkness	Amer. bge.	872	May 29	Russell & Co.	Honolulu	
Hannah Law	4 c	Greig	Brit. ah.	1299	April 28	Vogel, Hagedorn & Co.	New York	
Highlander	4 c	Iutchinson	Amer. ah.	1362	May 13	Vogel, Hagedorn & Co.	New York	
Hongkong	... Oom		Ger. Sm. sc.	208	May 20	Arnhold, Karberg & Co.	Foochow	
Iria	4 c	Rüter	Ger. bge.	506	May 18	Arnhold, Karberg & Co.	Touren	
Kandahauer II.	2 h	Zeeth	Dut. ah.	1114	June 16	Melchers & Co.		
Leicester	8 h	Jaddy	Brit. ah.	1309	May 24	Order		
Lizzio H.	3 c	Sabson	Amer. bge.	896	June 6	Melchers & Co.		
Loiterer	8 h	.....	Amer. sch.	.....	Aug. 13	Insurance Cos.		
Osaka	8 c	Lowe	Brit. bge.	527	June 18	Veyee & Co.		
Palestine	3 c	Scorcroft	Brit. bge.	593	June 5	Melchers & Co.		
Panola	3 k	Lunt	Am. Sm. sc.	597	June 4	Kin-ty-loon;		
Polynesia	2 b	Schwander	Ger. ah.	986	June 16	Siemens & Co.		
Robt. Henderson	2 e	Gunn	Brit. bge.	558	June 9	Vogel, Hagedorn & Co.	London	
Roderick Hay	4 k	Nicolson	Brit. bge.	290	June 20	Chinese		
Rosina	3 k	Hansen	Am. Sm. sc.	406	Feb. 28	Arnhold, Karberg & Co.		
Rotterdam	3 k	Duk	Dut. bge.	760	May 26	Melchers & Co.		
Stanfield	4 k	Dudley	Brit. bge.	576	June 16	Order		
Straatbro	4 c	Millar	Brit. ah.	1159	May 18	Tussell & Co.	San Francisco	
Thomas Lord	3 c	Hall	Amer. ah.	1316	April 12	Vogel, Hagedorn & Co.	New York	
Trelevau Family	3 k	Brown	Brit. soh.	198	June 9	Chinese		
Victory	3 k	Whiting	Brit. bg.	255	June 17	Chinese	Tientsin	
WHAMPOA								
Bombay		Smith	Brit. str.	749	May 9	P. & O. S. N. Co.		
Heironimus		Biehl	Ger. bge.	425	June 21	Wieler & Co.		
Hieronimus		Koch	Brit. bg.	232	June 22	Landstein & Co.		

Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor-age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Cristoforo Colombo	6 c	Italian	gun vessel	2500	...	....	June 16	Napoleono Canavarro
Curlew	5 k	British	gun vessel	774	3	160	May 4	E. J. Church
Hal Chong Ching	6 b	Chinese	gunboat	.....	.....	.....	June 12	Wing Mou Cheong
Hart	6 b	British	gun vessel	465	4	120	May 6	H. N. Hood
Lol Tay	2 c	Annamite	gunboat	1200	...	...	June 9	M. Lettreire
Meanees	6 k	British	military hospital	2591	...	...	...
Modeste	6 c	British	corvette	1405	14	350	April 13	Alex. Buller, C.B.
Moorehen	6 h	British	gunboat	420	4	60	May 28	John Hope
Padno	6 k	British	transport	1200	...	...	Feb. 23	Rapello
Vistor Emanuel	6 c	Spanish	Commodore's flag-ship	3087	2	...	...	Commodore Watson

HONGKONG, MACAO AND CANTON RIVER STEAMERS.

CHINESE GUN-VESSELS IN CANTON WATERS, &c.

Name.	Tons.	Captain.	Owners.	Name.	Tons.	Guns.	H. P.	Commander.
Fame	117	Stopani	H. & W'pos Dock Co.	An-lan	431	7	....	J. Godsil
Fel Wan	....	Capt. Sands	Butterfield and Swire	Chen-jui	28	1	....	E. F. Collins
Ichang	700	Martin	for London	Ching-po	150	...	....	Wan Lum Wan
Kin Shan	457	Cary	for London	Ching-sing	....	...	...	E. Choy
Kiu Kiang	617	Bonning, T.	H. C. & M. S.-boat Co.	Chun-hai	230	6	....
Linth	69	.....	Kwok Acheong	Peng-chou-hai	600	5	400	A. E. F.
Powan	1390	Lefevre	H. C. & M. S.-boat Co.	Quong-on	180	3	60	Li Ping Tye
Siaade	37	.....	H. C. & M. S.-boat Co.	Siéen-chi	150	5	....	H. Wade
Sir J. Jeejeebhoy	101	.....	Kwok Acheong	Sui-tsing	....	...	...	Stewart
Spark	140	Hoyland	H. C. & M. S.-boat Co.	Tching-taing	150	6	60	Bessard
White Cloud	230	Benning, A.	H. C. & M. S.-boat Co.	Tien-po</td				

Stella Miss O., 42, Villery Street, New Orleans..... 1
Stockton, H. F., Hamburg..... 1
Walter, Charles, Stockton, California..... 1
Walton, G. L. F., Fox Island, Washington Territory..... 1
Washington, Mrs. G., St. Augustine, Florida, U.S.A..... 1
West, Wm., Seaman, H. M. S. Victor Emmanuel..... 1
Yeo, Geo. J., Poate Restaurant, Galle..... 1

The above letters have been returned from various places at which the addressees cannot be found. If not claimed within ten days they will be opened and returned to the writers.

China.

noon.

(Herald, June 14th)

Tea.—Rather less business has been reported since date of our last issue—transactions in Congou amounting to about 54,000 chests, at from Tls. 7 to 23 per pecul (short); or, for Common to Fair Flavory Tls. 14 to 19, Medium to Good Medium Tls. 20 to 25, Fine Tls. 26 to 30, and Finest Tls. 31 to 35 and Tls. 36 to 38. These rates show a decline of, say, Tls. 14 per pecul, in value of common grades, and about Tl. 1 per pecul in value of flattery kinds. Medium Fan Yongs and fine Sen Moos have been purchased on easier terms, though in view of the rise in Exchange, and evident readiness of tea-merchants to effect sales, the actual gain to operators has been insignificant. A few parcels of Fine Souchong have found buyers, at from Tls. 35 to 39 per pecul (short). Settlements of Fair to Superior Oolong are reported at Tls. 28 to 30, Extra Fine Flavory Pakao at Tls. 61 to 75, and Medium to Finest Scented Tea at Tls. 25 to 41 per pecul (short).

Total arrivals of Congou..... 265,237 chests.

" settlements 180,896

Stock, 74,541 chests.

Total arrivals of Oolong..... 8,672 4-chests.

" settlements 2,708

Stock, 5,969 4-chests.

Total arrivals of Scented Tea 16,342 boxes.

" settlements 11,980

Stock, 4,852 boxes.

Total arrivals of Souchong 8,912 chests.

" settlements 789

Stock, 8,173 chests.

Total arrivals of Flavory Pecko 1,800 chests.

" settlements 802

Stock, 998 chests.

Tea Export.—To Great Britain—8,425,911 lbs. To Australia—1,728,604 lbs.

Opium.—Moderate business at quotations.

Leas.—Nothing doing.

Freight.—To London, per steamer £3.10.

To Australia, per steamer, £8.

Vessels Loading.—For London.—Steamers—Penguin, Viking, and Fleurs Caste.

For Australia.—Carl Ludwig, Rhoda, Anna, Wm. Manson (sailing vessels) and S. Ocean.

Vessels expected to load.—For London.—Steamers—Gads Hill, McGregor, Mongomeryshire, and Sonida; also Forward Ho. (Sailing Ship).

SAN FRANCISCO.

May 4th, 1877.

There is going to be a deal of trouble here over the Chinese question. The numerous organizations opposed in every point to Chinese interests, and established openly to extirpate them are not seriously affected, I fear, by the comparatively rapid justice meted out to the murderers and incendiaries at Chico. The oath which, on entering these societies each member has to take, binds them to adopt and aid in carrying out any means for ridding the country of the Chinaman, and the disclosures at Chico show that this includes incendiarism and murder. There is a strong feeling against the race all over the coast, even amongst respectable people. The newspapers urge punishment against the Chico murderers, but all agree that the Chinese ought to be cleared out. They do not agree with the ironclad oath of the societies, but they urge legislation in the matter. This is sufficient to lead the anti-coolie clubs to believe that the object is justifiable, and they would trust to influence over the courts, either by political or personal threats, to carry off safely the ring-leaders in any movement against the Celestials. I am quite convinced that some day soon you will hear of a riot in San Francisco, which will stagger the whole nation. The last two steamers brought between them about 1,900 Chinamen, and this will be quickly noticed by the anti-coolie organization, and if a few more large batches come it will lead to a movement of a serious nature. The only people who can take legislative action in the latter are so deeply involved in personal considerations in politics that, even if they had the necessary ability or knowledge, they could not move in a way at variance with the corrupt views of the miserable class who elect the officials of the state. In San Francisco things like this are treated as a joke, until they become serious beyond check. The papers take little notice of the numerous "hoodlum" clubs in the city, while these quietly work up to a point, and some night the feeling against the Chinese, which is deep and strong, will break out without warning in a wholesale attack on Chinatown, or some other form equally serious. This movement will be so strong as to overshoot all authority, and so many officials of one kind and another have associated themselves with the hoodlum element for political purposes, that an investigation afterwards will be quashed in some way and the perpetrators of the outrage will be allowed to go free. The idea that the Chinese should be exterminated or shipped out of the country is so very general that nobody enters into the merits of the case, and when the utter depression in everything which now exists, and which throws many out of employment, shall have led to retribution among the lower masses; who even now commit crime and outrage with impunity, the opinion that Chinese labour is the cause will be acted upon, and no power that I know of in San Francisco will be sufficient to intercede. Things are not even a nine days' wonder in a place where they head reports of mutinies with fictitious titles, and put down swindling and forgery as jokes. In San Francisco the comic reporters write up the tragedies, and they send the religious members of the staff to work up the jokes, all at six dollars a column. I met one of these comic men the other night. He has plots, 512 continuities living in the middle

rows, and general night-adventures, and besides his pencil and notebook, deadly weapons enough; he had a bowie knife, a brace of pistols, a shotgun and loaded shot. If I could not make more than six dollars a column, with all this weight about one, I would shoot myself with the pistols, stab myself with the bowie-knife, or knock myself over the head with the loaded stick. But this style of thing is what they call "enterprise" in this enlightened quarter of the globe. Between attorneys that know too much and judges who know too little, between desperate criminals who fear no law and officials who are afraid to administer it, justice is sorely misused, and consequently San Francisco is the paradise of hoodlums. The streets are never safe for respectable people, and the police dare not interfere with the rowdies in their taurours. The honest member of society is not allowed to carry concealed weapons for his own defence, but when a hoodlum shoots him on the street he is never punished as he deserves, and rarely punished at all.

Stocks are in a fearful state of depression, and I see that the depreciation on twenty-six stocks in April is \$18,600,000, three millions and a half sterling. I think that investments now are safe, and I am quite sure that money put to lie for a year or two will multiply fabulously. A few hundred dollars will buy a large quantity of stock which may, and I think will, within a year or two be worth twelve to twenty times the amount. Stocks are to-day selling at twenty-five cents which I have seen, in the two years I have been here, at \$18, and in a great excitement they might go far beyond that. There are chances now which may not offer for years, and anybody with a little money which he can risk, cannot do better than place it in mining stocks in San Francisco. It is absurd to suppose that speculation is done. So long as human nature is human nature, and it has remained much the same for several thousands of years, speculation will go on, and stocks are better gambling tools than cards, because they have the colour of respectability and business. The decline in value of stocks since 1874 is somewhere about \$100,000,000, and people calculated them cheap at the higher figure. The crowd in California seem to grow seedier, and heaven only knows how they live, or how they are going to live now. What a hopeless existence that hangs round the stockholders must be! It would be a painful and pitiful story if all the tales of the street were told. How many die of overtaxed brains? How many in the sheer desperation of ruin, put a pistol to their heads! How many when the last cent has gone, and the pangs of hunger remain unappeased and unapproachable, go, in a fit of dull, helpless insanity, and drop quietly into the bay, to be out of it all! Who cares? I do believe that this is the most unhealthy and demoralized community in the world. Each is burdened with the same weary care, too miserable to have a word of sympathy for his fellowman; or, when everything is up and blooming, so jubilant, so desperately sanguine, that he is equally near insanity; but his joy has no sharper, sadder in the universal selfishness. What a chapter Dickens could make of the life in San Francisco's future, I think, a little too much. The new mining districts in Arizona are turning out so fabulously wealthy that I incline to think, by and by, some central city will be established nearer the Colorado river. The wealth of the Arizona mines is incredible,—one that assays from \$1,000 to \$60,000 per ton. I saw a piece of ore the other day, which assayed the last named amount. The gold was studded through it, and I can only say that it made my heart jump, to think what a find it would be, a few tons of that treasure. The Silver-king mine has turned out silver ore which has realized as high as \$10,000 and \$15,000 per ton, and as the croppings are not scarce through the state, I can quite believe that no mines in the world ever approached in wealth these now being opened in the south. If this turns out true I fancy San Diego or some place nearer the mining region will be established as the centre, and if so, San Francisco, depending on the northern mining territory, with its comparatively low-grade ore, will be No. 2. By and by it is probable that railroad connections will be direct between San Diego and the east, and then this part of the coast will fall more or less into desuetude. One thing is certain, that real estate discounted for ten or fifteen years in the Green City of the Pacific. Sales of property show little decline as registered in the public records, but prices and values given there are not reliable, for the figure at which a thing is transferred is much affected by the circumstances under which the transfer takes place. As a rule when stocks are going down people mortgage everything they have to save their securities in brokers' hands, and nominal values are the result. There can be no doubt, however, that the actual worth of land here is much less than it was spite of vast increase of population, and the number of "Furnished Rooms" to let is a sign that rents are too high to stand long. A break in the mining share-market affects everybody high and low, and the universality of the interest may be inferred from the statement of a certain elevator-boy, that he put his savings into Lady Bryan mine, where they put an assessment on and cleaned him out. Chambermaids, boot-blacks, labouring men of all classes, and women in all conditions of life hold stocks, and a rise in value means unexampled prosperity all over the coast, while a fall means proportionate ruin. It is tempting to speculators, and probably some of your bulls may like to have a try at our big market.—*Shanghai Courier*.

THE RUSSIAN AND TURKISH FLEETS.

Herr Julius von Wiedeke, writing in the *Allgemeine Zeitung*, compares the fleet of Turkey with that of Russia. The Turkish fleet, he says, comprises thirty-one ironclads. Of these four, the *Austrie*, the *Orkanie*, the *Cemane*, and the *Mahmutie*, are frigates. Each of them has 6,000 tons burden, sails at the rate of twelve knots an hour, and is armed with sixteen guns, fourteen of which are Armstrongs. These frigates are plated below as well as above the water line; the plates are 18 centimetres thick at the fore part of the vessel, 13.7 at the middle, and 11 only at the stern. The strength of the crew in time of war is about 900 men. All the guns and plates were obtained from England, and the engineers are all Englishmen and Americans. The frigates above described belong to the squadron of Hobart Pasha, and are now lying ready for sea at the Bosphorus. Of the other ironclads, the casemate ships *Mesudieh* and *Mansudieh* go at the rate of ten knots an hour, and are armed with fifteen Armstrong guns, and have plates 512 centimetres thick in the middle

four older ships of the same kind carry from four to eight Armstrong guns each; three turret-ships, armed with eight Armstrong guns each, and going at the rate of ten to twelve knots an hour; two turret monitors for harbour service; and two gams, each with four heavy guns, and going at the rate of from thirteen to fourteen knots an hour. Turkey also has an ironclad flotilla for service on the Danube. It consists of five gunboats, with plates from seven to eight centimetres thick, and a turret containing either a smoothbore 68-pounder or a rifled Armstrong 40-pounder; of three low-decked monitors, with two turrets each; of two smaller monitors, with one turret and two Armstrong guns; of two other monitors with a gun each. The wooden ships of the Turkish fleet consist of five screw frigates, with 116 guns; ten corvettes, with 110 guns; and various steam avisos, transport ships, &c. The whole strength of the fleet is 130 ships, 611 guns, and 28,000 men. Many of the ships, however, are old and unfit for service; and Herr von Wiedeke doubts whether the inferior officers are sufficiently trained, or the men, many of whom are Greeks from the island of Samos and Christian Bulgarians, to be trusted in a war against Russia. The Russian fleet in the Black Sea consists of two ironclads, "Popovkas," so-called after their inventor, Admiral Popov, each armed with very thick plates and four heavy rifled guns, but only available for coast service; four screw corvettes, seven paddle-steamers, and a number of transports, making in all twenty-eight vessels with 103 guns. The corvettes, &c., are all wooden ships, and, so long as the Turkish ironclads cruise about in the Black Sea, will have to shelter themselves behind the batteries of Nicopolis. The Russian Black Sea Steam Navigation Company also has about forty steam vessels which it is bound to hold at the disposal of the Government, but they will only be of use for the conveyance of troops and war material. In the Baltic, on the other hand, Russia has thirty large iron-clad ships, eighty-six wooden and iron steamers, and various avisos and transports; making altogether 220 ships, with 600 guns and 18,000 sailors. The Russian navy, thinks Herr von Wiedeke, is inferior in efficiency to those of most European countries, but it is quite equal to that of Turkey; and if the war is prolonged it is not improbable that Russia will send her Baltic fleet into the Mediterranean, to attack the Turkish harbours of Smyrna, Salonica, &c., and land troops on the Albanian coast. In that case the greater part of the Turkish fleet would have to be withdrawn from the Black Sea, which then be no longer closed to the naval operations of Russia.

THE COSSACKS.

The fighting value, on a modern field of battle, of the Cossack troops of the Czar has yet to be determined; but in any case it cannot be denied that their appearance on parade must be extremely effective. The following is the uniform and equipment of the Cossacks of the Caucasus, as described in a recent number of the *Revue Militaire de l'Etat*. The upper garment consists of the Circassian tunic, or tobakman, fastened down the breast with frog, with cartridge-cases on the right and left. Beneath this comes the bechmet, a kind of long waistcoat reaching down below the tunic, and which is of silk when the Cossack is in full dress. The pantaloons are of the same colour as the coat, and the legs are tucked into long boots, which reach up to and sometimes above the knee. The head-dress is the papakha, a cap in shape somewhat similar to the busby worn in the English army, but made of sheepskin. The several regiments are distinguished from one another by the colour of the bechmet and shoulder-straps; the top of the papakha and the covers of cartridge-cases being also of the same hue. Thus the regiments of Cossacks of the Kuban wear a black tobakman, with a red bechmet, red cartridge-cases, and a red top to the papakha, while in the Terk Cossack corps all these accessories are blue. To protect him from the rain the Cossack carries a large mantle, called a bourka, made of a peculiar kind of cloth manufactured in the mountains, which is said to be light, warm, impervious to moisture, and everlasting in wear. By night this bourka, which possesses also the invaluable property of driving away all insects and vermin, serves as a bed, and when not in use is rolled up and strapped on behind the saddle. The boeklik, cap made of the same kind of cloth, is the complement of the bourka, and is provided with two long tails which when it rains the Cossack twists round his neck. In bivouac also the boeklik is worn as a night-cap. The arms carried by the Cossacks are the schachka, or long mountain sword with no guard to the hilt, and which is worn on bandoliers, suspended by a thin leather strap; the kordal, or short dagger, two pistols stuck into a waist-belt, and a Berdan rifle, similar to that carried by the dragoons of the regular army, but without a bayonet. The horse furniture consists of a light saddle, somewhat resembling in appearance the Arabian pattern, but without the high wooden cast peculiar to this latter. The framework is covered with a skin of soft and exceedingly supple leather; the two girths are broad but thin leather bands, each about nine inches in width, and are attached to the saddle at a considerable interval apart. A thick woollen rug is placed below the saddle, while, finally, a leather cushion, stuffed with horsehair, is secured on the top of the saddle by a third girth similar to the two already described, forms the seat of the rider. The bridle has only a single rein, the horse moving generally with his head down and his neck stretched straight out. The horses themselves are small, usually about fourteen hands in height, but they are well-proportioned, robust, and able to get through much hard work without knocking up.

MR. G. A. SALA ON ANTI-RUSSIAN PANICS.

The bodies of some eight thousand Englishmenoulder peacefully in the (Soutar) grave-yard. I fancy that the remembrance of their deaths might moderate the frenzy of the politicians who seem bent onounding England on to a fresh war with Russia. Surely those politicians must be mainly young men, or they must have very short memories. I remember the episodes of the Crimean War as though they had happened yesterday, for then, as now, I was earning my daily bread by literature and journalism, and the war brought me every day fresh materials for my pen. I was within an ace, in 1856, of going to Sebastopol, but I went to Russia instead. Can you not recall, you who are middle-aged, and whose memories are good, those two miserable years between the fight at the Alma and the fall of the

Malakoff? Do you remember the Ghost's Derby Day of 1855? Do you remember when on the cliff at Brighton and the Marina at St. Leonard's, you could, scarcely walk ten paces without meeting groups of ladies and children clad in deepest mourning for their fathers, husbands, brothers, sweethearts, slain in the wretched Cheremese, or who had sickened and died in the cheerless wards of the Soutar Hospital? Are we to have these years of private agony and bereavement, of public blundering and mismanagement, over again? I suppose so; I glory in a very fine thing. I am only a pekin, a civilian, and I know nothing about glory; but I confess that my blood grows cold, and that my heart sickens, when I hear politicians party prating about the "arbitration of the sword," and "war clearing the atmosphere," and so forth. I never met glory yet, and I don't know what he, or she, is like; but I have met war face to face half-a-dozen times in many countries. I have looked into the whites, or rather the crimson, of his eyes, and I have gazed upon the sisters who follow him wretched wherever he goes. They are three sisters and their names are "Rapine," and "Disease," and "Death." This is, of course, a miserably craven and spiritless way of looking at war. I cannot help it. I have seen only war's madness and wickedness, not its foulness and squalor. To me it has represented nothing but robbery and profligacy, but famine and slaughter; and I can but think that if the warlike politicians were to witness just half-an-hour of actual warfare, as I have witnessed it in America, in Italy, in Mexico, in France, in Spain, and so on, they would not be quite so prompt to blow the hellish trumpets.—*Illustrated London News*.

ON ADVERTISING.

If anything were wanted to prove that advertising is good at all times, it would be the fact that the firm of printing ink-makers that, during the first half of the year just gone, spent some £2,000 in advertising since this period, irrespectively of the known bad times, increased their hitherto extensive business *fifty per cent.* In good times advertising makes business better, and in bad ones less bad. That business which is not capable of extension deserves to die out, like the snuff of an old-fashioned candle; and the men who are "doing enough," and won't have help to increase their profits, should make way altogether for others. Another set unfriendly to the true interest of advertising, which blesses threefold, the advertiser, newspaper proprietor, and public, and that is the toast-and-water lot. Men who go in their organsations "now and then."

There exists among most classes great ignorance upon all points this way, many supposing that advertising only benefits them directly, when the true fact is, that giving publicity to goods really creates, as well as supplies, demands. Another bunch comprised in those who "leave off advertising for a year" to "see what travellers will do." These are answered by Professor Holloway's experience. He spent so much yearly in advertising, and obtained such a trade that for a year he stopped all his advertisements. Well, he lost more by a falling off in custom, or failing to reach his accustomed increase, than he saved by not advertising; so he never repeated the evil experiment. To cease advertising, even for a quarter, is to take up the thread of an almost forgotten discourse. To be made profitable, advertisements should be attractive, with the salient points in bold type, and in all cases they should be continuous. "Out of sight, out of mind," is a double sense holds true with respect to all advertisements. The rock to steer clear of is niggardliness; "penny wise and pound foolish" ruling firmly in this matter, with most other of a business kind.—*The Stationer*.

THE ALABAMA AWARD.

There is a good deal of discussion in the papers as to the rights and duties of this country as a neutral in the war between Russia and Turkey, and it may be worth while, apropos of this, to call attention to the fact that there is a not very remote connection between this subject and the disposition of the Geneva award. In case of any war in which the Western European powers are concerned, it is very possible that American cruisers will be sold to some of the combatants, and many of the same questions will arise which were involved in the Alabama case. Thus far we have involved ourselves in no neutral obligations which did not exist at the outbreak of the rebellion, but if we hand over any of the Geneva award under an act of Congress to any of the present claimants other than England or the insurance companies, we may involve ourselves in very ugly consequences. To hand the money over to the "war-premium men" would make it very difficult for us, in any future controversy of the same kind with England, to escape liability for the general increase of cost of insurance caused by war; to pay it over to those who lost by the "expatriated cruisers" would be dangerously like an admission that we should in any such controversy be liable, whether negligent or not; to keep it in the Treasury would equally resemble an admission of responsibility for "national" losses. We are not delinquents now, but neutrals, and it would not be at all agreeable or convenient to have the rules of international law, as laid down in the treatise of Mr. Bancroft Davis, formally adopted by Congress. Mr. Evans ought to understand this as well as anybody.—*New York Nation*.

DISAPPOINTED LOVE AT 15.

Ann Vibert, aged 78, sued Richard Hampton, aged over 87, at the Bodmin Assizes, on Tuesday, for damages for Breach of Promise of Marriage. Judge Hawkins presided in the *Nisi Prius* Court. Mr. Cole, Q.C., with Mr. St. Aubyn, appeared for plaintiff; Mr. Charles, for defendant. Mr. Cole, in his opening, said that plaintiff had been married to a mutual friend at Ludgvan. Some one there suggested that they should "make a match of it," but plaintiff at first regarded it merely as a joke. Subsequently, however, defendant formally proposed to her, and then she accepted him. Defendant did not attempt to deny the promise, but alleged that the match was broken off by the plaintiff herself, but he would ask the jury to say whether it was at all likely that without say

cause whatever she would throw away the chance of a comfortable home such as the defendant was in a position to offer her. The appearance of plaintiff, an aged widow, instead of a blooming damsel, created much surprise and amusement. She said her husband died about five years ago and left her "three little small houses." She knew defendant when he was very young and met him in Ludgvan parish in April last. Mrs. Edye, a neighbour, was there, and she said defendant wanted to have her (the plaintiff)—(laughter). Witness was so old that she thought it was not right she should have any one at that time, and said it was a joke—(laughter). Defendant was ten years younger than she, and he was the wrong side of 60—(laughter).

Mails.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILA, PORT SAID, NAPLES,
AND MARSEILLES;
ALSO,
PONDICHERY, MADRAS, AND
CALCUTTA.

ON SATURDAY, the 23rd June, 1877, at Noon, the Company's S. S. AMAZONE, Commandant MONTMARTRE, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping orders will be granted till noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 22nd June, 1877. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office,

H. DU POUHEY,
Agent.

Hongkong, June 9, 1877. j623



STEAM FOR
Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediterranean
Ports, Southampton,
and London,
Also,
Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship FEHERAN, Captain JOHNSON, will leave this on SATURDAY, the 30th June, at Noon.

For further Particulars, apply to
A. LIND, Superintendent.

Hongkong, June 18, 1877. j620

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH to NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer CITY OF TOKIO, will be despatched for San Francisco, via Yokohama, on SATURDAY, the 30th Instant, 1877, at 3 p.m., taking Passengers, and Freight, for Japan, the United States, and Europe.

Through Passenger Tickets and Bills of Lading are issued for transportation to Yokohama and other Japan Ports, to San Francisco, to ports in Mexico, Central and South America, and to New York and Europe via OVERLAND RAILWAYS.

A Steamer of the Mitra Blah! S. S. Company will leave Shanghai, via the Inland Sea Ports, about same date, and make close connection at Yokohama.

At New York, Passengers have selection of various lines of Steamers to England, France and Germany.

Freight will be received on board until 4 p.m., 29th June. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Overland Cargo should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For security's sake, Shippers of Overland Cargo are requested to endorse on the Envelope the Marks and Nos. of Packages Shipped, to correspond with those in their Bills of Lading.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 8, Fraya Central.

RUSSELL & CO., Agents.

Hongkong, June 18, 1877. j630

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,
IN CONNECTION WITH THE
CENTRAL —

UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

ATLANTIC STEAMERS.

THE S. S. "ABELIU" will be despatched for San Francisco via Yokohama, on FRIDAY, the 13th July, at 3 p.m., taking Cargo and Passengers for Japan, the United States and Europe. Connection is made at Yokohama, with Steamers from Shanghai.

Freight will be received on Board until 4 p.m. of the 12th Proximo. PARCEL PACKAGES will be received at the Office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

British Passage Tickets available for 6 months are issued at a reduction of 20 per cent on regular rates.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 37, Queen's Road Central.

G. E. EMOYX, Agent.

Hongkong, June 20, 1877. j718

INSURANCES.

THE CHINA FIRE INSURANCE COMPANY, LIMITED.
HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of China and Japan, and at Singapore, Canton and Penang.

Risks accepted, and Policies of Insurance granted at the rates of Premium current at the above mentioned Ports.

NO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, November 1, 1877.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL.—TWO MILLIONS STERLING.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £30,000.

"

THE Under-signed are prepared to grant

RISKS against the Risk of FIRE on

Buildings or on Goods stored therein, on

Coals in Matabeds, on Goods on board

Vessels and on Hulls of Vessels in Har-

bour, at the usual Terms and Conditions.

Proposals for Life Assurances will be re-

ceived, and transmitted to the Directors

for their decision.

If required, protection will be granted on

first class Lives up to £100 on a Single

Life.

For Rates of Premiums, forms of pro-

posals or any other information, apply to

ARNOLD, KARBERG & CO.

Agents Hongkong & Canton.

Hongkong, January 4, 1877.

MELCHERS & CO.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.
(LIMITED.)

NOTICE.

POLICIES granted at current rates on Marine Risks to all parts of the World. In accordance with the Company's Articles of Association, Two Thirds of the Profits are distributed annually to Contributors, whether Shareholders or not, in proportion to the net amount of Premiums contributed by each, the remaining third being carried to Reserve Fund.

OLYPHANT & CO.,

General Agents.

Hongkong, April 17, 1878.

QUEEN FIRE INSURANCE COMPANY.

HEAD OFFICE, 48, Bonham Strand.

Hongkong, June 1, 1877.

Intimations.

INSURANCES.

NOTICE.

LONDON & ORIENTAL STREAM TRANSIT INSURANCE CO.

THE BUSINESS of this COMPANY has been transferred to THE MARINE INSURANCE CO., of 20, Old Broad Street, London.

By Order of the Proprietors,

WILLIAM HUNT,

Secretary.

137, Leadenhall Street,

LONDON,
1st January, 1877.

THE MARINE INSURANCE CO.

20, Old Broad Street,

LONDON,
1st January, 1877.

ESTABLISHED 1836.

CAPITAL, £1,000,000 STERLING.

RESERVE FUND, £30,000.

"

THE Under-signed are prepared to accept

Risks and issue Policies on behalf of the

MARINE INSURANCE CO. by any First Class

Steamer.

A. MCIVER,

Agent of the Marine Insurance Co. of

London.

Hongkong, February 16, 1877. aul7

THE ON TAI INSURANCE COMPANY, LIMITED.

CAPITAL £100,000, EQUAL TO

£555,555 10.

"

Directors.

LEE SING, of the Lai Sing Firm.

CHAN SHUNG LAI, of the Lai Yuen Firm.

WONG YIK FUN, of the Chun Cheung Wing

Hong.

LOO YEE, of the Yee On Firm.

FONG SOY FUN, of the Tung Sang Wo

Hong.

WONG PAI CHEONG, of the San Tye Lee

Hong.

PUN POKE, of the Wy Sing Firm.

Manager—HO AMEL.

MARINE RISKS on Goods, etc., taken

AT CURRENT RATES TO AUSTRALIA,

CALIFORNIA, MANILA, SINGAPORE, SAIGON,

PEKING, and to all the TREATY PORTS of

China and Japan.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has

been very much extended. The fol-

lowing are some of its Agents:

Macao—Man Chuen Shop.

Conton—Sing Chuen Native Post Office,

Luon Hing Street; Chui Heung Low Hotel,

Luon Hing Street; Kwong Tin Fat Shop, Fan

Tin Street; Mr Sit Chuen Fan, Ting Wen

Kwan; Yuen Fung Shop, in front of the

Provincial Treasurer's Yamen; How Yuen

Shop, Small Market Street, New City; Yee

Cheung, Photograph Shop, Honam; Kwai

Heung Shop, Siu Choong, Honam.

It contains Shipping news from Shanghai,

Hongkong, Canton, etc., and a complete

Commercial Summary.

Subscription, 50 cents per Copy (postage

paid 50 cents), \$12 per annum (postage

paid \$12.50).

Orders should be sent to GRO. MURRAY

BAIN, CHINA MAIL OFFICE, 2, WYNDHAM

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